

# Many Interests and Values at Stake

Balancing the interests of commuters, residents and businesses along SR 9 is a big challenge.

## Funding

The Washington State Legislature has provided a total of \$270 million to improve SR 9 from SR 522 in Maltby to SR 532 north of Arlington. This funding comes from the 2003 Nickel Gas Tax, the 2005 Transportation Partnership Account gas tax and Snohomish County sources.

## Construction Limitations

Some sections of SR 9 carry up to 33,000 vehicles per day. To keep traffic moving, much of the construction must be performed at night. The need for warm and dry weather limits some work to the spring and summer months.

## Environmental Concerns

SR 9 was built near wetlands, creeks and forested areas, which serve as habitat for many fish and animals. Some species, such as the Chinook salmon population, have been designated as threatened under the Federal Endangered Species Act. Because much of this work will be done adjacent to or in wetlands and streams, SR 9 improvements are being planned with attention to fish and wildlife needs. WSDOT will continue to meet the high standards for water quality set on other SR 9 projects. See the environmental section of our Web site for further information:

[www.wsdot.wa.gov/environment](http://www.wsdot.wa.gov/environment)  
More info on threatened species is available via the US Fish and Wildlife Service Web site: [www.fws.gov](http://www.fws.gov)

## Working with Snohomish County and Cities Along SR 9

WSDOT engineers are working closely with Snohomish County and other cities to improve SR 9 and prioritize projects. Projected growth, number of collisions, and traffic volumes were some of the factors used to determine which areas along SR 9 would be improved first.

## Tribes

Tribes have cultural and economic interests that are tied to locations along SR 9. WSDOT is working with Samish, Snoqualmie, Tulalip and Yakama Tribes as we develop and build SR 9 improvements.

**American with Disabilities Act (ADA):** Individuals requiring reasonable accommodation may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodation by contacting Dawn McIntosh at WSDOT, 206.440.4957, usually two weeks before the meeting date. Persons with hearing impairments may call Washington State Telecommunications Relay Service (TTY) at 800.833.6388, Tele-Braille at 800.833.6385, or Voice at 800.833.6384, and ask to be connected to 206.440.4528.

**Title VI Notice to Public:** It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at 360.705.7098.



A busy intersection on State Route 9

## Contact Information

We would like to hear from you. Your thoughts and ideas guide us as we develop solutions along the SR 9 corridor.

[www.wsdot.wa.gov/projects/sr9](http://www.wsdot.wa.gov/projects/sr9)

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# SR 9 Corridor Improvements

9

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## Drivers to See a Wider and Safer State Route 9

State Route 9 extends from just north of Woodinville at SR 522 to the United States-Canada border at Sumas, a distance of about 98 miles through Snohomish, Skagit and Whatcom counties. SR 9 parallels to the east of Interstate 5, crossing the Nooksack, Skagit, Snohomish and Stillaguamish river valleys as it skirts along the Cascade foothills.

## Growing Economy, Growing Traffic

SR 9 was added to the highway system in 1937. In the last 30 years SR 9 has become a critical corridor for both commercial vehicles and commuters, while remaining largely unimproved. After I-5, SR 9 is the only other north-south corridor serving Snohomish County.

As a result of regional economic growth and demand for affordable housing, Snohomish County's population has grown by more than 37 percent in the last 15 years. With many sections of SR 9 offering only one lane in each direction, the surge in population has transformed this once free-flowing rural road into a gridlocked highway filled with commuters and commercial vehicles. This has resulted in an increase in rear-end, sideswipe and head-on collisions.

In the 5 years through 2005, traffic on SR 9 in Snohomish County increased by 27 percent. More than 2,000 collisions occurred, with more than 1,500 resulting injuries — nearly one per day on SR 9. Twelve of those collisions were fatal.

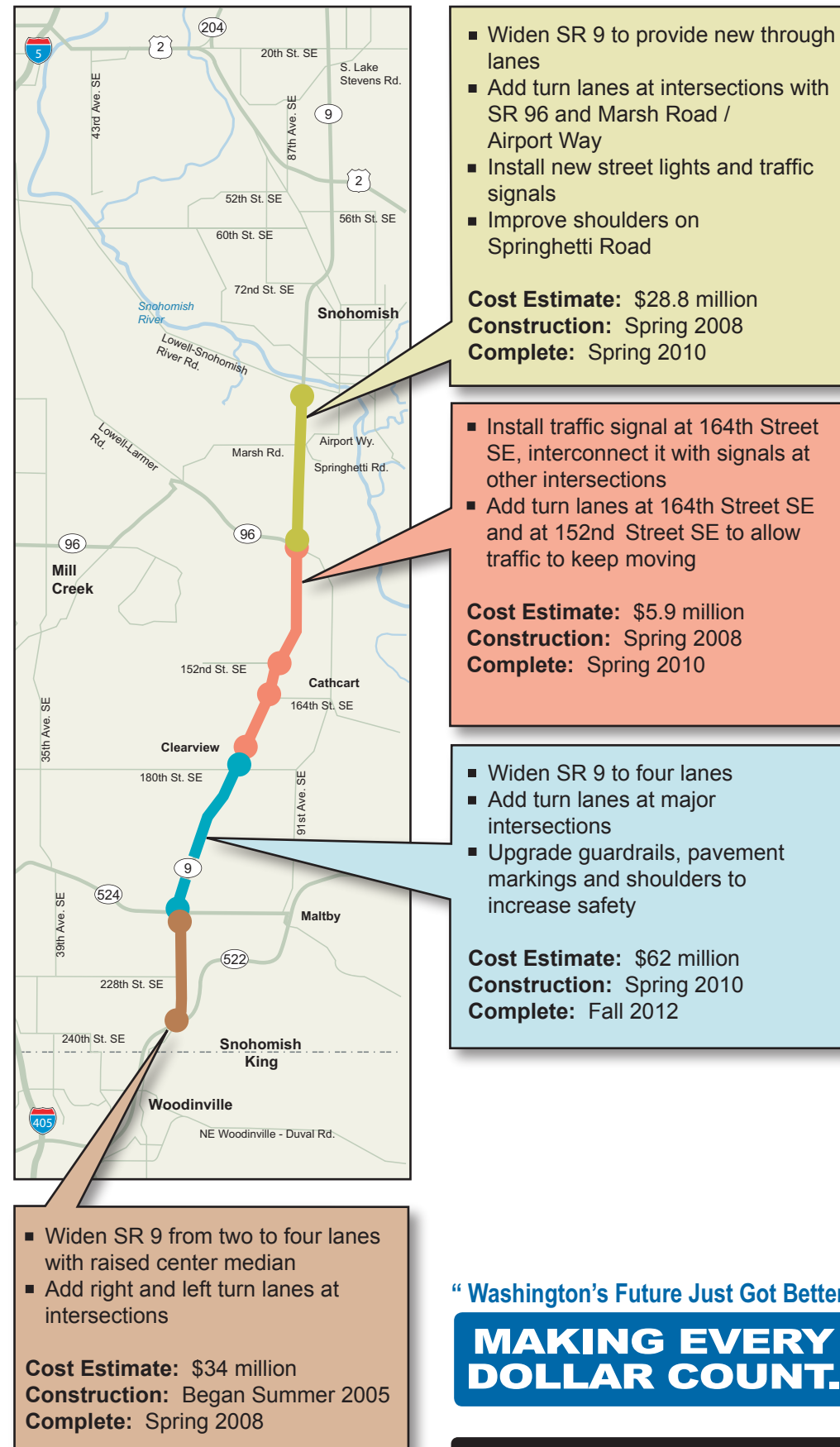
## Solving These Problems

Between 2005 and 2016 WSDOT will spend \$270 million to transform SR 9 from a rural road into a wider and safer modern urban highway. WSDOT will improve key intersections along SR 9 by adding turn lanes and synchronized traffic signals to keep through traffic moving and reduce the risk of rear-end collisions. To help keep drivers safe WSDOT will also add 14.5 miles of new lanes. Divided medians will prevent cross over collisions at select locations.

The end result: SR 9 will be able to handle traffic more efficiently. Turning vehicles will no longer block traffic traveling through intersections. Drivers will also be able to travel between Arlington and Woodinville with increased ease on a wider and safer SR 9.



Map 1 - continued - see map 2

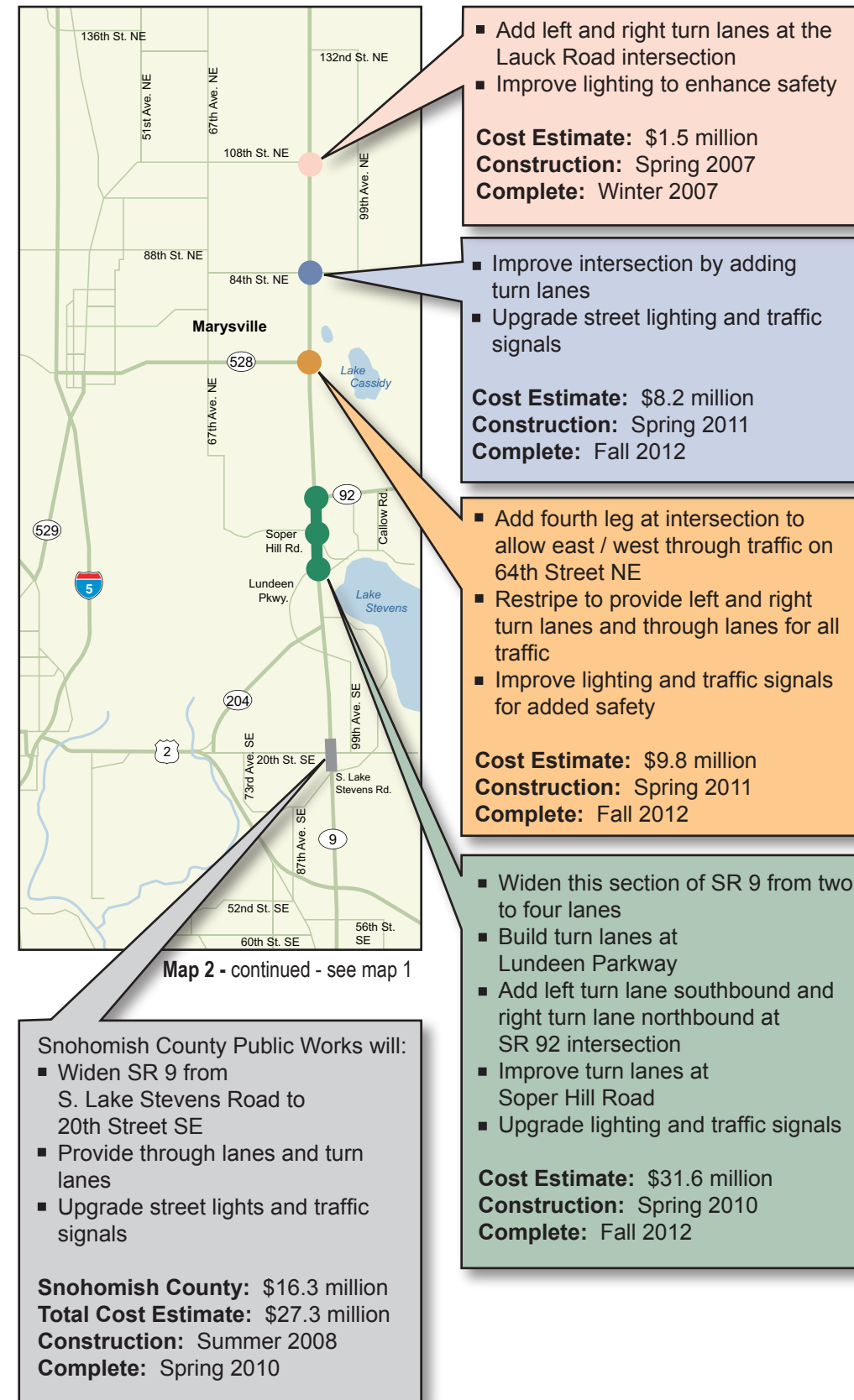


“Washington’s Future Just Got Better”

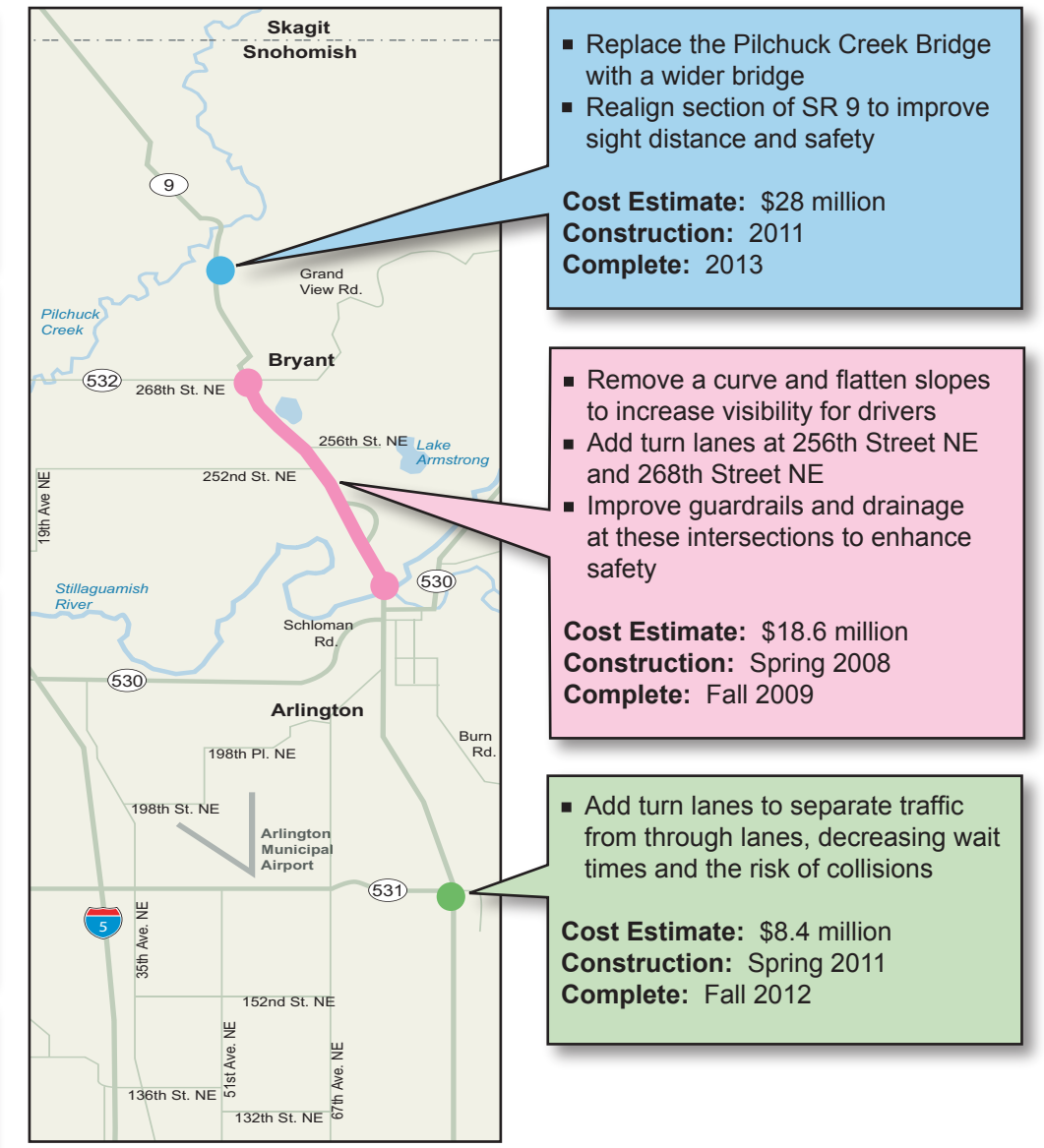
**MAKING EVERY DOLLAR COUNT.**

**IT’S YOUR NICKEL. WATCH IT WORK.**

Map 2 - continued - see map 3



Map 2 - continued - see map 1



Map 3 - continued - see map 2

